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Jaguar
Findings

November 2010

1985–2010: Celebrating 25 years!



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Photos: Rob Dunlop, p. 1; Don Warren, p. 4.

***Rob Dunlop's New and "Old"
Jaguars***



Jaguar Jottings

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Jaguar Jottings is an official publication of the Ottawa Jaguar Club. Eleven issues are produced February to December for the information of its members. We welcome your participation. Deadline for contributions is the 20th of each month. All rights reserved. Reproduction and /or modifications are prohibited without prior written approval. Visit us at www.ottawajaguarclub.com.

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Club Events

November

8 November: Our Annual General Meeting is combined with a dinner and an awards night. **The meeting is at Mooney's Bay Bistro (directions and more information is on our website) at 6:30pm.**

December

5 December: We've booked the Courtyard Restaurant for our annual Christmas get together on Sunday, 5 December. The restaurant's Loft Room is limited to 45, so, **confirm your booking with Rob Dunlop as soon as possible.** Details for the Christmas dinner are on our website.

Membership Dues

Dues are \$60. Our excellent benefits plan includes membership in OJC as well as the Jaguar Clubs of North America, the *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*.

Make your cheque payable to *Ottawa Jaguar Club* and send it to Membership chair, Lee Harrington, 1372 Old Carriage Lane, Box 2016 R.R. 1, Winchester, ON, K0C 2K0.

From JCNA:

We have just received the new 2011 JCNA calendars from the printers and they are ready for shipment.

Attached (see Page 5) is a flyer with an order form. Please share the flyer with your club members. The calendar will make great holiday gifts.

You may also order them directly from the jcna.com/shoppe/publications web page.

Steve Kennedy

JCNA Regalia Chair: skennedy@ecentral.com

George Camp, JCNA Publications Chair: scjag@juno.com

Jaguar Winter Storage

1. Change the Oil and Filter. The impurities left in the oil should not be left to sit in the engine all winter. This will also save you a step when getting the car out of storage in the spring.

2. Brake Fluid. If you are thinking of changing it, now is the time. Brake fluid attracts moisture and old fluid has moisture along with impurities. If left to sit, it eats away and pits your master cylinder, brake cylinders and calipers. If you are not yet ready for this task, at least suck out the old fluid from the master cylinder reservoir and replace it with fresh fluid. Take the car for a good run to help circulate the remaining fluid with the new. This will also help to dry out the exhaust.

3. Fill the Gas Tank. Fill the tank with fresh gas - high octane or ethanol 89. Since ethanol is 10% alcohol, it is like pouring a gallon of gas line antifreeze into your tank. You could also use a gas stabilizer to help stop degradation of the fuel/octane. Run the car for a few minutes to allow the gas to enter the fuel lines, filter and carburetor/injectors.

4. Antifreeze. Check the concentration of the antifreeze and adjust as required.

5. Non-fuel-injected Engines. For non-fuel-injected engines it's a good idea to give the engine a shot of oil fog. If you have SU carbs, you can pump the damper reservoir a few times to help the oil coat the cylinders. The best way however is to remove the plugs, oil the cylinders, rotate the engine to coat the cylinders and then replace the plugs.

6. Emergency Brake. Never store the car with the emergency brake left engaged as it may seize. And for that matter, store a manual transmission in neutral. You may need to block the wheels to stop the car from moving.

7. Battery. Disconnect the negative terminal first and then the positive if you wish to remove it from the car. Check the electrolyte level and if necessary top up with distilled water only. Keep the battery charged at least once a month or continuously with a 1 amp trickle charger. A battery left stagnant will sulphate and render itself useless.

8. Tires. Pump up the tires to 50 lbs or the maximum noted on the sidewalls to help prevent flat spots.

9. Exterior. Wash the car thoroughly and wax it if you feel energetic. Lift the wiper blades off of the windshield to help prevent them from flattening.

10. Interior. Now is the best time to apply a leather conditioner to the hides. Apply the conditioner and let it sit all winter to soak in before removing. This applies to products like Connolly Hide Food and Leatherique. Throw a few sheets of Breeze Air Freshener or Softener into the interior to discourage rodents and roll the windows down about ¼ inch to let it all breathe.



Editor's Ramblings

Did anyone see the recent "Top Gear" program on TV this week. Apparently, according to James May, a specialist company (I cannot remember the name) will take an XJ-S, circa 1980s, in basically good shape and completely refurbish body, interior, engine mods, electrical, etc. to bring it into the 21st century, resulting in a very acceptable vehicle that meets today's standards for approx \$52,000 in the UK. Assuming that it will now be a "new car", one could ask would it now be today's E-type?

The "Jaguar Winter Storage" article that **Phil Karam** wrote in 2008 has been re-published in this edition of Jottings. It is an excellent reminder for all good Jaguar owners to come to the aid of their toys and prepare them for the cold weather.

Interesting note about Jaguar:

Jaguar Land Rover agrees to pay raise, shelves plans to close a UK factory.

Fri Oct 15, 10:37 AM
The Associated Press

LONDON - Carmaker Jaguar Land Rover says it has agreed to a five per cent pay rise for its workers and has shelved plans to close one of its three factories in England. The company, now part of India's Tata Motors, said Friday that sales have increased and it expects to hire more workers next year at the Halewood plant. The pay deal calls for a five per cent increase next month and a minimum of three per cent in November next year. Tata says Land Rover sales were up 19 per cent in September compared to a year ago, and Jaguar was up 10 per cent. Because of the sales boost, Jaguar Land Rover says it has dropped previously announced plans to close either its Castle Bromwich or Solihull factories.

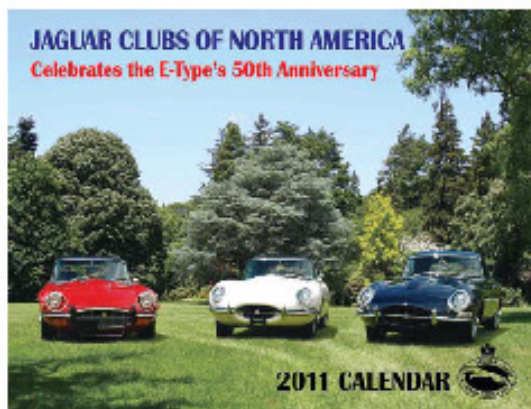
I have included some pictures of an E- type sent to me by Don Warren (Club member living in Prince Edward County) that he has just finished restoring. He is now about to begin restoring an Aston Martin.

Frank Basten



JCNA 2011 Calendars

Now Available!



The 2011 JCNA E-Type Celebration Calendars are now available for shipping.

The 2011 JCNA Calendar celebrates the 50th Anniversary of the E-Type and 12 magnificent examples of E-Types are presented, one for each month.

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The calendar can be ordered from JCNA.com/Shoppe/Publications

Or by contacting sales@jcna.com, George Camp, 803-760-9460 Cell, 303-456-5019 fax Eastern time

You may also send a copy of this form and a check made out to JCNA to, 1772 Willow Creek Dr., Columbia, SC 29212

Marketplace

Jaguar Jottings accepts advertisements in good faith, but it is in your best interest to make every effort to check offers personally.

1987 Jaguar XJ12 Vanden-

Plas. Asking \$5,900 and will consider all offers. *Please email me with questions or to see.* Prefer to sell to a "car person" who will baby it, bring it back to 100%, and not drive it into the ground. Thanks.

Features: Leather and carpets very fine. No holes, tears, burns, wear, colour Saville Grey. Boot carpets, etc. clean and fine. Quite new correct tires-Michelin. All service receipts since purchase in 2002. Owner's manual in original leather case. Extremely low mileage—6660 km/yr total. 2500 km/yr since my purchase. Never winter-driven by me until occasionally this mild winter 2009-10. V12 300 HP aluminum alloy engine. VDP production: less than one per day. April 2010 Rust Check inspection: "Excellent condition for an '87 model - still structurally sound". Fenders: "Minor blistering" "Frame: intact/solid".

Items to watch or perhaps work on:

Dent ahead of driver's door! Dec 29 2009. Shallow, but unsightly and heart-breaking. LS inner headlight bulb cloudy. Small areas of rust blistering rear wheel arches, lower door skin, windscreen. Headliner sagging. (Can DIYS or when car painted). Cruise control (none since purchase 2002). A/C was working 2 summers ago (Duracool). Dash has usual time-crackled finish (kit available, or just use teak oil). Driver's mirror remote sometimes not. Connection loose? New oil pressure sender reads lower than actual. Bonnet left side hinge bracket has some play. Rear brakes? (Should probably do pads/rotors all around.) Drips oil at rear

seal since purchase. I check regularly and keep topped up. Contact Paul Cole, 613-389-8555. [ASO]

Looking to Purchase. Hello, I am looking to purchase a Jaguar E-Type Coupe, 1962 - 1968, any colour but black. If you know of anyone who is interested in selling this vehicle, please let me know or alternatively, forward my contact information as listed below. Thank you and best regards,

Barb
Rupert.
613-698-8428 (cell)
barb.rupert@rogers.com.
[ASO]



Jaguar for Sale. 2001 XJR.

BRG mint condition with 80,000 KM. \$16K It is currently stored in our garage in Barrhaven. Contact [Dale Rabbie @Rogers.com](mailto:Dale_Rabbie@Rogers.com) or 613-



323-0394. [ASO]

1989 Jaguar XJS V12 Convertible.

Colour: Red.
VIN:SAJNL4849KC163955 (Verified).
\$25,000. 139,000 original kms.
Never winter driven. New tires (6,000 kms.). Complete tune-up (2,000 kms.). New gas tank. All new hoses. Upgraded audio system (six CD changer). All shop manuals (book and CD format). Original rims included. Six new shocks (Bilstein, October 2009). Rebuilt steering rack and power steering (October 2009). Fit for road (safety and E-Test included). Contact J.P. Giard at 613-692-2492. [SON]

Brake Master Cylinder for Sale.



Part number C26767. Fits all E-types (6 and 12) 1964-74 plus 420/420G. New, unused (NOS) original Lockheed. Current list price: SNG Barratt - \$US 268.25 + shipping/taxes (original Lockheed); Welsh - \$US 235.95 + shipping/taxes (remanufactured). SELLER: ERNIE BAYLISS (ex Club member in BC). OFFERS TO ROB DUNLOP: president@ottawajaguarclub.com, 613-834-0588. [OND]

Advertising in Market Place is free to OJC members, \$10 to others. If you wish to sell parts or vehicles, contact the Editor. Ads run for 3 months. Please let us know if your ad should be cancelled or extended.



President's Musings

What a difference a month can make! As I type madly (not accurately) in my office, I'm gazing out at a covering of the dreaded white stuff...already! Of course, I've left some of the usual chores to the bitter end like bedding down cars for the winter, putting snow tires on the daily transport, wrapping plants, etc, so I'll pay the price with cold chapped hands and a runny nose as I scramble to finish them off this week. The good news is that once it's done, I'll have time to get caught up on my car reading and planning for next season. Speaking of which, 2011 is a big year for Jaguar with the 50th anniversary of the E-type and we'll be adding to the world-wide celebrations with our own homegrown activity.

Town Hall Meeting

I assume from the mediocre attendance (15), most members are perfectly happy with the way the Club is operating and saw no need to contribute to the discussions on 18 Oct. Those who made it, however, were most helpful to the Executive Committee with good ideas and useful input for next year's team. For now, I can confirm that we will continue with a revamped annual concours in a different location. The 2011 activities program will be announced at the Christmas gathering.

Also in attendance were Bennett Leckie and Chris Tucker from the BMW Club who shared some interesting perspectives on their Club's operation and confirmed that low attendance at Club events is not unique to OJC. It's always a challenge coming up with activities popular with the majority of members but even more so when we rarely get feedback from the membership. *C'est la guerre, I guess!*

AGM, Dinner and Awards Night

With luck, this issue of the Jottings will be out before our AGM on Monday, 8 Nov. To entice attendees and make for a more enjoyable couples evening, **Mike O'Brien** came up with the idea of combining the AGM with a dinner and an awards night at Mooney's Bay Bistro. We have seven awards to present (...dare I call them "The Growlies"?). So far, we've got 20 confirmed including eight ladies and hope to get more. This should be a great evening and lots of fun. I look forward to seeing you all there!

Christmas Party

We've booked the Courtyard Restaurant (www.courtyardrestaurant.com) for our annual

Christmas get together on Sunday, 5 December. Those who attended the Spring Dinner in 2009 enjoyed the excellent meal and ambience of the Loft Room with our own bar. We routinely get 45 to 50 for the Xmas bash and the Loft Room is limited to 45, so, I recommend you confirm your booking with me soonest. Details for the AGM and the Christmas dinner are on our website.

Cheers and Happy Motoring,

Rob Dunlop



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New Small Car

Everything about the T.25, from the way it is built and the amount of room it takes up on the road to its fuel consumption and emissions, proves that small is beautiful. By Ben Hargreaves

Veteran F1 designer Gordon Murray came up with the concept of a compact city car while sitting in traffic one day in the early 1990s. "Even then, before environmental concerns began to bite, I was sitting in traffic looking at single occupancy in big cars and wondering how long that could be sustainable for," he says.

Then working for F1 team McLaren, he was involved in the team's project to develop road cars. Later in the decade, he had the opportunity to produce a mock-up of a small city vehicle.

It's these beginnings that inform the work of his new company, Gordon Murray Design, which is based in Surrey and employs 30 designers and engineers. The firm has developed what it claims is a new automotive manufacturing process, known as iStream, which it hopes to license to OEMs who want to develop low-carbon vehicles.



The company has also produced a working prototype of a small city car, the T.25, and is working on a version with an electric powertrain, the T.27, in a Technology Strategy Board-backed project. The electric powertrain is being developed by Zytec Automotive. Both vehicles can be produced using the iStream process, employing a mix of composites and monocoque steel tubing, rather than pressings or stampings, to cut down on investment costs.

Part of the aim was to avoid the cost of stamping steel, which Murray says means tooling costs for producing very small cars are virtually the same as for C-segment vehicles, where manufacturers can at least recover some of the value through adding extras to the car. "There had to be a different way of doing things," he says.

The capital investment in an iStream production line, says Murray, is about 20% of that required for a conventional steel automotive platform. Further, the energy used by the line is about half that of a conventional plant. The process centres on a separate body chassis assembly process, in which pre-painted body panels are delivered to the line after the powertrain, wiring harnesses, brakes and suspension have been fitted directly to the chassis. The body panels are "married" to the completed chassis near the end of the assembly process, cutting down on paint damage.

The T.25 prototype was designed to have a very small footprint, enabling it to be parked at 90° to the kerb and with a six-metre turning circle. Its size means that in theory two could be driven side-by-side on one lane of a motorway, cutting congestion. Three cars could occupy one parallel parking space.

The prototype, which was tested on the road for the first time earlier this year, is lightweight, produces half the CO2 emissions and consumes about half the fuel of the average car. Although the vehicle weighs just 550kg, Gordon Murray Design is confident it would achieve four stars in a Euro NCAP crash test.

"We encapsulated as many solutions as possible with the design," says Murray. He wanted to address traffic, congestion, footprint and emissions in developing a small car for the UK and Europe. "Cars are getting bigger and heavier. You often see one person in a 2½-tonne car, which is ludicrous."

(Continued on Page 10)



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New Small Car (continued)

GM has given details of its own vision of urban driving with the development of the EN-V concept ("Megacity motors"), a two-person electric autonomous quadricycle that it has demonstrated at Shanghai World Expo. Murray says of the EN-V: "Vehicles like that have a niche place in the market but proper cars like the T.25 will be needed too."

The T.27, should be ready for demonstration early next year and could go into production in 2012. Gordon Murray Design is hoping to license the iStream process, its core intellectual property, to at least two manufacturers within the next year. Murray believes automotive companies are trying to develop vehicles that will meet today's needs in advance of the "big stick" of government legislation.

He argues that Britain can play a central role in the development and manufacture of low-carbon vehicles. "We've always been good at the conceptual stuff – both in automotive and other sectors. But sometimes we let those ideas get away.

"There is a new industrial revolution taking place and the old way of doing things isn't necessarily the best way of doing things. We would certainly like to see iStream being used to manufacture vehicles in the UK."

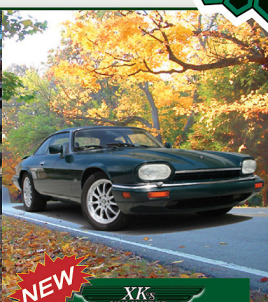
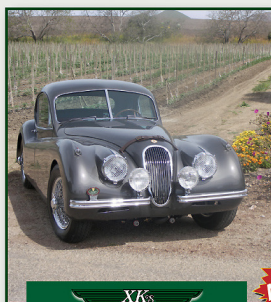
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Submitted by Guy Goodman

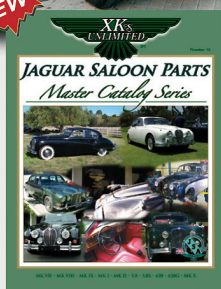
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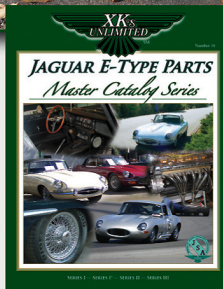
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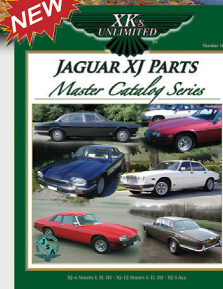
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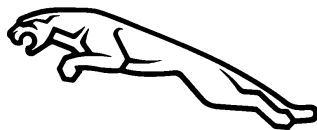
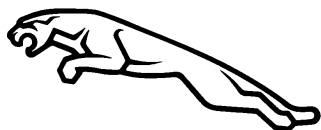
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Something to hold this Christmas

C28590	E-Type Series 1 & 2 Original Style	16 inch	£273	\$430	€272
C28590MED	E-Type Series 1 & 2 Original Style	15 Inch	£231	\$363	€229
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